which might be of immediate and local interest. Suppose botanical, geological, mineralogical, natural history, or archæological classes to be formed. The business of each member of each class should be to gather local specimens and collect local information. The interest which would arise from the habit of searching the hedge rows, the rocks, the sea-shore, or the fields—of studying antiquities in any form, or collecting traditionary history—would very soon be sufficient to insure regular meetings of the classes. Every member bringing his little store of specimens or information, comparisons are made—knowledge is sought for and obtained. A record should be kept of the proceedings of each class. No matter would be too trivial for registration; and thus a mass of information would be accumulated which it would be impossible to obtain in any other way,—and which would be made available for general use. The advantages of a system of this kind are numerous;—but principally it would tend to the cultivation of habits of observation." We agree with the writer in thinking that, valuable as classes for learning languages are, more important would be those which should teach the interpretation of the "tongues in trees, books in the running brooks," and "sermons in stones."

THE PNEUMATIC RAILWAY SYSTEM.—Originative geniuses, still discontented with the rail, and especially with that grand anomaly in its principle,—the want of a proper fulcrum,—which nevertheless works so well in practice,—are still turning it upside down, inside out, and backfront foremost, in the endeavour to set it on its proper basis; and the result of another of these endeavours has just been patented, advertized, and exhibited. Messrs. Cunningham and Carter's pneumatic railway system seems to consist not only of an inversion of the ordinary apparatus of the rail, but of the atmospheric apparatus also, with a mutual adaptation of the one to the other. The prime mover is a vacuum formed by a few moderately sized steam-engines to a whole line, placed any where to suit convenience, and dispensing the vacuum power along the line through an unslit simple copper tube like a gas or water main, to sets of small and simple air or vacuum engines with which it communicates by valves, which are opened, except at stations, or even there, by fitting levers worked by the train itself in passing, so as to open the communication as the first carriage comes up, to continue the working power according to the length of the train, and to shut off the vacuum as the last carriage passes. And the power thus brought into play is carried into action on the train by means of horizontal wheels planted in sets at every 300 feet along the line, and griping the train carriages by help of side rails fixed to the carriages,—the rails so organized and connected, that the engineer can regulate the adhesion according to the speed required, or at once withdraw it altogether. The copper *main* is laid under ground like any other main. The air or vacuum-engines, which are to be planted outside the line, eighteen pairs per mile, are duplicates, and easily removed, each working its whole set of horizontal wheels [the revolution of which, by the way, can be readily reversed, although, in fact, we can see no reason why wheels in rotation might not be made to move trains thus in contrary directions on their opposite edges without reversal of their rotation at all]. The whole system, which is held to be far from complex, can be laid down, according to the statement of its friends, on very economical terms—a double line, with the light rails alone requisite, and every other item, costing only 4,000*l.* per mile.

SUSPENSION OF WORKS ON THE STAMFORD AND RUGBY RAILWAY.—The works on the above line, from Rugby to Great Bowden, have been stopped in consequence of a disagreement between Mr. Burton, the contractor, and the resident engineers. The company have seized upon the whole of the contractor's "plant," alleging he is not proceeding fast enough with the works. A correspondent states, that the contractor has been ill-treated: saying, "he was required to put on 100 waggons, 300 tons of temporary rails, and 500 men, in seven days, and of course could not comply."

IRON HOUSES.—A block of three-story buildings is in the course of erection in Cincinnati, the entire fronts of which are to be of cast-iron.

ONE VIEW OF MANCHESTER COLLEGIATE CHURCH.—Externally, the Collegiate Church is sorely wasted and much blackened; and, save at some little distance, its light and elegant proportions fail to tell. The sooty atmosphere of the place has imparted to it its own dingy hue; while the soft new red sandstone of which it is built has resigned all the nicer tracery entrusted to its keeping, to the slow wear of the four centuries which have elapsed since the erection of the edifice. But in the interior all is fresh and sharp as when the field of Bosworth was stricken. What first impresses as unusual is the blaze of light which fills the place. For the expected dim solemnity of an old ecclesiastical edifice, one finds the full glare of a modern assembly-room; the daylight streams in through numerous windows mullioned with slim shafts of stone curiously intertwisted at top, and plays amid tall slender columns, arches of graceful sweep, and singularly elegant groinings, that shoot out their clusters of stony branches, light and graceful as the expanding boughs of some lime or poplar grove. The air of the place is gay, not solemn; nor are the subjects of its numerous sculptures of a kind suited to deepen the impression. Not a few of the carvings which decorate every patch of wall are of the most ludicrous character. Rows of grotesque heads look down into the nave from the spandrels; some twist their features to the one side of the face, some to the other; some wink hard, as if exceedingly in joke; some troll out their tongue; some give expression to a most lugubrious mirth, others to a most ludicrous sorrow. In the choir,—of course a still holier part of the edifice than the nave,—the sculptor seems to have let his imagination altogether run riot. In one compartment there sits, with a birch over his shoulder, an old fox, stern of aspect as Goldsmith's schoolmaster, engaged in teaching two cubs to read. In another, a respectable-looking boar, elevated on his hind legs, is playing on the bagpipe, while his hopeful family, four young pigs, are dancing to his music behind their trough. In yet another there is a hare, contemplating with evident satisfaction a boiling pot, which contains a dog in a fair way of becoming tender. But in yet another, the priestly designer seems to have lost sight of prudence and decorum altogether; the chief figure in the piece is a monkey administering extreme unction to a dying man, while a party of other monkeys are plundering the poor sufferer of his effects, and gobbling up his provisions. A Scotch Highlander's faith in the fairies is much less a reality now than it has been; but few Scotch Highlanders would venture to take such liberties with their neighbours the "good people," as the old ecclesiastics of Manchester took with the services of their religion.—*Miller's First Impressions of England.*

TRIAL FOR BAD CARPENTRY.—We understand that the contractor who was indicted for so inefficiently doing his work at the Peebles hustings that it fell down, has been pronounced *not guilty*. The erection was composed of spruce fir, and wanted a centre beam and post, but it was duly inspected at the time, and the witnesses were contradictory, and hence it is supposed the above result.

BETHNAL-GREEN CHURCHES.—The following is a list of the tenders delivered, Sept. 16th, for the last of the ten new churches at Bethnal-green, Mr. L. Vulliamy, architect:—

Lock and Nesham	£5,525
Barton.....	5,321
Holland	5,304
Piper	5,219
Hicks	5,155

The quantities furnished by Mr. Nicholls and Mr. Reid.

TO CORRESPONDENTS.

"*Heaviside*."—Westminster Hall will close on the 2nd of October.

"*Geometric System of the Ancients*."—Mr. Browne has sent us a reply to Mr. Chantrell's letter; but, as it is entirely personal, and we have allowed each party to speak, we cannot find space for it. Mr. Browne concludes with,—"I shall lose no time in arranging, in a practical shape, a series of full-sized examples of Bases, Capitals, Labels, Strings, Cornices, Mullions, Tracery, &c.; and then tender the 'wild' matter to a discerning public, and abide by its decision regarding the pretensions of Chantrell and Browne."

"*Inops*."—Take the opinion of a friend in whom he can confide.

"*Price of Brickwork and Concrete*."—The price of the brickwork given at the close of the leading article last week (p. 449) should be per *yard* instead of *foot*, as is shown by the context.

Received.—"G. W. B." "J. W." "E. A." "T. P." "C. J." "R. A. G." "C. W. E. P." "H. R."

"*Books, Prices, and Addresses*."—We have not time to point out books or find addresses.

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MR. WILLIAM HENDRY, late of the Firm of HENDRY and GLOVER, Iron Founders, Drury-lane, begs to inform the Trade that he has CEASED to have any CONNEXION with GLOVER since the 8th day of January last, and that he will not be responsible for any debts that may be contracted since that date.

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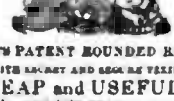
By Her Majesty's  Royal Letters Patent.

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